

DD FORM 41

85-0098

45-8

ROUTING AND TRANSMITTAL SLIP		Date
		1/10/85
TO: (Name, office symbol, room number, building, Agency/Post)		Initials Date
1. C/NBPO/OL		
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Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

#1 - FOR ACTION, IF ONE APPROPRIATE
AT THIS POINT

cc: D/LOGISTICS
D/COMMUNICATIONS

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

F [redacted] st)		Room No.—Bldg.
EO/DDA	7D18 HQS	Phone No.

5041-102

☆ GPO : 1983 O - 381-529 (301)

OPTIONAL FORM 41 (Rev. 7-76)
Prescribed by GSA
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DD/A Registr.

85-0098

MAXFIELD ASSOCIATES, LTD.
Three Skyline Place
Suite 200
5201 Leesburg Pike
Falls Church, Virginia 22041

Telephone (703) 998-0600

December 12, 1984

Mr. A. Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, DC 20505

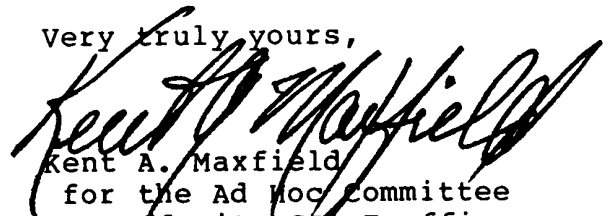
Dear Mr. Fitzwater:

STAT Just a short note to express the appreciation of the "Ad Hoc Committee on off-site CIA Traffic Improvement" for the agency's and, particularly the effort of [] in attempting to resolve some of the differences between the agency, the other government activities involved, and the surrounding communities.

As reflected in the enclosed letter, our sense of the current situation is that (assuming the state environmental assessment does not provide reason for reconsideration) we are in accord on selection of Alternative 2 with the change indicated--excepting our continued desire for a "trip" signal at the intersection of Saville/Merchant Lane and Rt. 123. I hope that, between us, a way can be found to encourage VDH&T to place a signal at the intersection as the sight distance and maneuvering room at the median really do seem dangerous.

In closing, I trust that Larry has been assigned to a challenging, but somewhat less stressful job as he deserves some respite after his generally outstanding effort in the current situation.

Very truly yours,


Kent A. Maxfield
for the Ad Hoc Committee
on off-site CIA Traffic
Improvement

KAM:bkc

November 27, 1984

STAT

[redacted]
Chairman, Traffic Advisory Committee
Central Intelligence Agency
Washington, D.C.

STAT

[redacted]
We appreciate your efforts thus far in ameliorating the potentially adverse impacts of the agency's expansion upon the surrounding neighborhoods. The decisions to move the primary visitor's entrance to the agency to the G.W. Parkway, to promote design improvements to the G.W. Parkway exit from the compound, to support addition of a fifth lane to the inner loop of the Beltway to facilitate traffic movement onto the G.W. Parkway Southbound, and to support safety improvements to the Langley Fork area of Route 193, are greatly appreciated.

Furthermore, we concur with your support of an improved four-lane route 123. However, should any option be approved in a six-lane format, the neighboring residents would vehemently oppose such a plan. Included among the reasons for our opposition are:

(1) It is our opinion that CIA money should not be used (and the Congress did not appropriate money) for the grading of six lanes. Such an expenditure is unnecessary if the CIA traffic management plan and the other improvements are implemented.

(2) Until there is an outlet at the 123/G.W. Parkway intersection for the additional traffic that an improved six-lane road would attract, there is no requirement for increased capacity through this already burdened area.

(3) The potential environmental repercussion of the noise and air pollution associated with six lanes of traffic are unsatisfactory in both design plans. The development of an urban traffic interchange at our doorsteps is unnecessary and unacceptable.

It is the clear consensus of the surrounding communities that alternative #2 which provides for an at grade solution is preferable to alternative #4. We, therefore, support alternative #2 with the following changes:

STAT

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- a) Rt. 123 be graded and paved as a four lane road only.
- b) A berm be erected on the east end of Evermay Section 7 such that the Rt 193 spur is re-aligned approximately 60-80 feet east of its present location to facilitate traffic proceeding from Potomac School Rd. to Rt. 193 northbound.
- c) The number of lanes on Rt 193 at the intersection of Rt 193 and Potomac School Rd. be limited to three - one northbound and two southbound.
- d) A "trip" (or appropriate other) signal be installed at the intersection of Saville Lane/Merchant Lane and Rt. 123.
- e) More definitive descriptions of signing and landscaping be provided prior to the conduct of a public informational meeting.

We appreciate the agency's continued interest and, of course, are available should any of the above require further amplification or clarification.

Very truly yours,

The Ad Hoc Committee
on Off-Site CIA
Traffic Improvement

Lee Van Buren
for: The Clearview Manor
Citizens Association

Kent Mayfield
for: The Evermay Community
Association

Dorothy B. McCormick
for: The Country Day School

Anda Gelman
for: The Langley Oaks
Homeowners Association

Patricia Medtchen Block
for: The Downscrest Citizens
Association

cc: Sen. J. Warner
Hon. F. Wolf
Supv. N. Falck
Members of CIA Traffic Advisory Committee